



## MEMORANDUM

**TO:** BEATF Transportation/Mobility Committee members

**FROM:** Greg Guernsey, Director *GG*  
Planning and Development Review Department

**DATE:** March 30, 2012

**RE:** Planning and Development Review Department (PDRD) - Transportation Implementation Priorities for 2012 Bond Package Development

We appreciate your time and dedication in fashioning a recommendation for an efficient and balanced 2012 Bond package. While it is typical for past city bond programs to include a mix of basic needs and other community priorities, the 2012 Bond process is unique in that it has a Council-endorsed focus on implementation of projects identified in community plans. As discussed at your March 27th Committee meeting the PDRD capital improvement program comes from community plans initiated and adopted by the City Council, the community, or both. PDRD projects reflect community deliberated priorities and input that may not be easily identified by more quantitative measures or matrices. The PDRD capital improvement program also takes into consideration changes in land use or zoning that have great impact on adjacent right-of-way use and evolving functionality.

For example, PDRD has identified the need for sidewalk gap improvements in the Rainey Street area. As you know the Rainey Street district is undergoing significant changes in land use and redevelopment as a result of Council-initiated rezoning of the area in 2006. Foot traffic and the need for sidewalk improvements is growing exponentially as redevelopment occurs and destinations are created in the district. Sidewalk improvements in this area do not score particularly high under the Public Works sidewalk matrix but the need for these improvements was identified in the Downtown Austin Plan and the opportunity to leverage private redevelopment in the area make this a project worthy of consideration.

To assist in your efforts I am writing to provide the following:

- 1) PDRD implementation priorities for transportation projects
- 2) Clarification to information on PDRD sponsored projects with shared PDRD/PW/ATD project delivery responsibility.

### **PDRD Project Categories and Implementation Priorities**

At the March 27th Transportation/Mobility Committee meeting Austin Transportation Department (ATD) and Public Works Department (PW) staff identified three categories of projects as their priorities: System Requirements, ATD/PW Named Projects, and Regional Mobility Projects. We appreciate this effort to aid your decision making process and would like to add the three PDRD categories that warrant equal consideration: **Great Streets, Catalyst Projects and Neighborhood Plan Sidewalk & Trail Projects.**

## 1) Great Streets

The purpose of the Great Streets Program is to create a high quality environment for pedestrians, bicyclists, and other users of downtown streets while maintaining efficient vehicular movement. While progress has been made in implementing Great Streets over the last 10 years, the vast majority of Downtown streets have not received these streetscape improvements. Projects stemming from the Great Streets Program are *not* sufficiently funded to meet the functionality and economic development goals set forth by Council and the downtown community.

As ATD/PW pointed out in their "Framework" section of their March 27<sup>th</sup> handout, we too, believe that projects designed with 2010 bond funds should be given priority. Based on limited current funding, opportunities to complete the Colorado and 3rd Street corridors, and to leverage the significant public and private investment at Seaholm, the new Central Library, and the redevelopment of the Green Water Treatment plant, **PDRD identifies the following recommended implementation priorities for Great Streets:**

Great Streets Project Name	Extent of PDR project	Status	Estimated Cost	Rationale
3 <sup>rd</sup> Street	Congress to Brazos & San Jacinto to Trinity	Designed with 2010 bond funds. Construction not yet funded.	\$3,918,000	Completes PDRD/PW joint project from Nueces to Congress Street and will construct improvements designed with 2010 bond dollars.
Colorado Street	7th to 10th Streets	Designed with 2010 bond funds. Construction not yet funded.	\$5,420,000	Completes PDRD/PW joint project from 3rd to 7th Street and will construct improvements designed with 2010 bond dollars to extend improvements.
Cesar Chavez Esplanade Phase 2	Lady Bird Lake Overlook to Pfluger Bridge	Currently unfunded	\$3,452,000	Extends the existing esplanade in conjunction with Seaholm and Green redevelopment and new Central Library, where significant growth in pedestrian activity will occur in the next 2-3 year horizon.
8th Street	Congress Ave. to IH-35		\$4,840,000	Completes PDRD/PW joint project from Congress to West Ave. and extends improvements to IH-35.
			<b>\$17,630,000 first phase implementation recommendation</b>	Reduced from \$72M overall request

(Congress Ave. and 6<sup>th</sup> Street projects are included in the Catalyst Projects category due to their unique nature.)

## 2) Catalyst Projects

The projects listed below were identified in one of the following Council-adopted plans and were called out as specific implementation projects in those plans: Downtown Austin Plan (DAP), Plaza Saltillo, MLK Blvd., or Lamar-Justin Transit-Oriented District plans, East Riverside Drive Corridor Master Plan, North Burnet/Gateway Plan, various Neighborhood Plans. This prioritized list of projects for first phase implementation is based on community support, potential to provide network linkages, facilitates land use change, facilitates economic development and improved safety. **PDRD identifies the following recommended implementation priorities for the Catalyst Project category:**

Project Name	Extent of PDR project	Estimated Cost	Rationale
DAP Sidewalk Gap Improvements (Rainey Street area)	Rainey Street district	\$500,000	The district is undergoing significant changes in land use and redevelopment as a result of Council-initiated rezoning of the area in 2006. Foot traffic and need for sidewalk improvements is growing exponentially as redevelopment occurs and destinations are created in the district. Opportunity exists to leverage private redevelopment dollars.
N. Lamar Blvd. Streetscape & Roadway Improvements	Research Blvd. to Rundberg	\$2,600,000	First phase implementation to cover preliminary design and engineering (20% of total estimated cost)
Congress Ave Streetscape Improvements	Cesar Chavez to 11th Street	\$3,300,000	First phase implementation to cover preliminary design and engineering (20% of total estimated cost)
N. Burnet Road Streetscape & Roadway Improvements	US Hwy 183 to Mopac	\$6,920,000	First phase implementation to cover preliminary design and engineering (20% of total estimated cost)
E. 7th Street	IH-35 to Navasota Street	\$3,600,000	Construction completes or extends the improvements along this corridor and facilitates linkage to downtown.
Bike/Ped Facilities along 4th/5th Street Rail Corridor	Plaza Saltillo TOD	\$1,800,000	Completes or extends the Lance Armstrong bikeway and pedestrian improvements along this corridor and facilitates linkage to Plaza Saltillo transit station and downtown.
E. 6th Street	Congress Ave to IH-35	\$18,000,000	Designed with 2010 bond funds. Construction not yet funded.
		<b>\$36,720,000 first phase implementation recommendation</b>	Reduced from \$120M overall request

### 3) Neighborhood Plan Sidewalk & Trail Projects

The projects listed below were identified in one of the 28 adopted Neighborhood Plans. With the Council-endorsed focus on Neighborhood Plan implementation, we ask that funds be earmarked specifically for Neighborhood Plan priority sidewalks to meet identified neighborhood goals. The PDRD sidewalks identified have been and will continue to be vetted through the PW's Sidewalk Master Plan process and matrix. PDRD implementation priorities for Sidewalk projects include those ranked as "very high" or "high" under this matrix and are located along arterial or collector roadways. **PDRD identifies the following recommended implementation priorities for the Neighborhood Plan Sidewalk & Trail Projects category:**

<b>NP Sidewalk Project Name</b>	<b>Extent of PDR project</b>	<b>Estimated Cost</b>	<b>Rationale</b>
ADA compliant ramps in Georgian Acres	Throughout Georgian Acres	\$34,000	Heavy foot traffic and need for ADA ramps
East side Burnet Road	Polaris to US Hwy 183	\$221,000	Heavy foot traffic and need for ADA along city arterial roadway
West side Chicon	7th to 9th Streets	\$95,000	Heavy foot traffic and need for ADA along city arterial roadway
St Elmo Road	Congress Ave. to IH-35	\$801,000	Heavy foot traffic and need for ADA along city collector roadway
Cameron Road	US Hwy 183 to Coronado Hills Dr.	\$384,000	Heavy foot traffic and need for ADA along city arterial roadway
ADA compliance along S. 1st and S. Congress Ave		\$2,170,000	Heavy foot traffic and need for ADA along city arterial roadway
Huntland Drive		\$625,000	Heavy foot traffic and need for ADA along city collector roadway
East side Pleasant Valley Rd.	Lakeshore to Colorado River Park	\$322,000	Heavy foot traffic and need for ADA along city arterial roadway
West side Tillery	Manor Rd. to MLK Blvd.	\$205,000	Heavy foot traffic and need for ADA along city collector roadway
<b>NP Trail Project Name</b>			
Pannell Place		\$224,000	Connection to the MLK Transit-oriented District to provide direct route to access transit station and surrounding area.
		<b>\$4,876,000 first phase implementation recommendation</b>	Reduced from \$25.5M overall request (\$13.5M Sidewalks +\$12M Trails)

Thank you for your consideration of PDRD implementation priorities for transportation projects. PDRD would be happy to present this information at your next Committee meeting.

cc: Sue Edwards, Assistant City Manager  
Mike Trimble, Capital Planning Officer  
George Adams, Assistant Director, PDRD